

The Hongkong Telegraph.

No. 116.

THURSDAY, JUNE 8, 1882.

FIVE DOLLARS
PER QUARTER.

Intimations.

LANE CRAWFORD & CO.

FOR THE WET SEASON.

LOCKRIB UMBRELLAS.

AUTOMATON UMBRELLAS.

TWEED RAIN COATS.

INDIA RUBBER RAIN COATS.

ANTHROVIAN SUITS.

SOU. WESTERS.

INDIA RUBBER BOOTS.

INDIA RUBBER SHEETING.

Hongkong, 16th May, 1882.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....£1,200,000
PERMANENT RESERVE.....£1,200,000
SPECIAL RESERVE FUND.....£200,553.95

TOTAL CAPITAL and
Accumulations, 8th
May, 1882.....£1,400,553.95

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKNEY, Esq., W. MEYERINK, Esq.,
AJ. M. INVERARY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARNES BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 13th May, 1882.

CALEDONIAN FIRE AND LIFE
INSURANCE COMPANY.

ESTABLISHED, 1805.

THE Undersigned having been appointed
Agents for the above Company are prepared
to issue POLICIES of INSURANCE against
FIRE on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882.

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT FIRE AND MARINE RISKS at Current
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.,
Agents.
Hongkong, 14th March, 1882.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT RISKS against FIRE at Current Rates.
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 14th March, 1882.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 15th June, 1881.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed
AGENTS of the above Company, are prepared to
GRANT POLICIES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 15th June, 1881.

Auctions.

PUBLIC AUCTION
OF
VALUABLE PROPERTY
IN BONHAM STRAND.

THE Undersigned has received instructions
from the Mortgagee to Sell by Public
Auction, on
SATURDAY,
the 10th day of June, 1882, at THREE P.M., on
the Premises,
ALL that PIECE or PARCEL of GROUND
Registered in the LAND OFFICE as the
REMAINING LOT No. 6, with the SIX
HOUSES erected thereon Nos. 4, 6, 8, 10,
12, and 16, Bonham Strand.

The above Houses will be sold separately.
For Further Particulars and Conditions of Sale,
apply to
BRERETON & WOTTON,
Solicitors for the Mortgagee,
or to
J. M. GUEDES,
Auctioneer.
Hongkong, 5th June, 1882.

PUBLIC AUCTION
OF
VALUABLE PROPERTY
IN ENDICOTT'S LANE.

THE Undersigned has received instructions
from the Mortgagee to Sell by Public
Auction, on
TUESDAY,
the 13th day of June, 1882, at 3 P.M., on the
Premises,
THE 19 SHOPS in Endicott's Lane, Nos. 5, 7,
9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31,
33, 35, 37, 39, and 41, Registered in the
LAND OFFICE as Section A of MARINE
LOT No. 53A.

Monthly Rental \$365.
For Further Particulars and Conditions of Sale,
apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 5th June, 1882.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
THURSDAY,
the 15th day of June, 1882, at THREE P.M., on the
Premises,
By Order of the MORTGAGEE,
ALL that PIECE or PARCEL of GROUND
Registered in the LAND OFFICE as Section
B of MARINE LOT No. 16A.

And,
ALL that PIECE or PARCEL of GROUND
Registered in the LAND OFFICE as Sub-
section No. 1 of Section A of MARINE
LOT No. 16, together with the Newly
Built HOUSE erected thereon known as No.
32, Bonham Strand, facing Hillier Street
and Mercer Street.

For Further Particulars and Conditions of Sale,
apply to
SHARP, TOLLER & JOHNSON,
Solicitors for the Mortgagee,
or to
J. M. GUEDES,
Auctioneer.
Hongkong, 5th June, 1882.

PUBLIC AUCTION.

MR. J. M. GUEDES will Sell by Public
Auction, on
TUESDAY,
the 20th day of June, 1882, at THREE P.M., at the
Premises,
By Order of the MORTGAGEE,
ALL that PIECE or PARCEL of GROUND
abutting on the Praya and Measuring on the
North and South sides 39 feet, and on the
East and West sides 100 feet, and Registered
in the LAND OFFICE as MARINE LOT
No. 223, together with the 4 SHOPS erected
thereon and known as Nos. 104, and 106,
Wing Lok Street, Nos. 114 and 115 Praya
Central.

THE Premises are held from the Crown for the
residue of the term of 999 years, and will be
sold subject to the existing tenancies and
lettings thereof, together with the 4 SHOPS
Nos. 104 and 106, Wing Lok Street, Nos.
114 and 115, Praya Central.

For Further Particulars and Conditions of
Sale, apply to
J. M. GUEDES,
Auctioneer,
or to
BRERETON & WOTTON,
Solicitors.
Hongkong, 7th June, 1882.

NOTICE TO MARINERS.

CANTON DISTRICT.
No. 4.

NOTICE is hereby given that the SUNKEN
STONE JUNK referred to in Notice to
Mariners No. 3, issued 25th May, 1882, has been
REMOVED.

THE TWO RED LIGHTS are discontinued
from this date.

F. E. WOODRUFF,
Commissioner of Customs.
J. H. C. GUNTHER,
Harbour Master.

Custom House,
Canton, 6th June, 1882.

LOST.

A SMALL BROWN AND WHITE
JAPANESE DOG

FROM THE HORSE REPOSITORY.

ANY Person finding the same will oblige by
RETURNING it to 6, Mosque Terrace,
where a Handsome Reward will be paid if
necessary.

Hongkong, 6th June, 1882.

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the MEMBERS
of the above SOCIETY will be held in the
CHAMBER of COMMERCE ROOM, CITY HALL, on
MONDAY, 12th June, at 5.30 P.M., for the
purpose of receiving the Report of the Committee,
a Statement of Accounts, and to elect Officers for
the ensuing year.

Members and others taking an interest in the
Society are invited to attend.
By Order,
T. R. FISHER,
Hon. Secretary.

Hongkong, 6th June, 1882.

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Intimations.

ROSE & CO.

31 AND 33, QUEEN'S ROAD.

ARE NOW SHOWING A LARGE AND CHOICE VARIETY OF NEW GOODS
DIRECT FROM PARIS PER S. S. "PEIHO,"

COMPRISING—

THE MOST RECENT STYLE OF FASHION IN
LACE FICHUS, PELERINES, AND COLLARITIES,
WHITE, CREAM, AND BLACK LACES,
ALSO NEW COLOURS IN LACES.

BLACK AND WHITE BEADED LACES,
SUNSHADES, UMBRELLAS,
COSTUMES AND TRIMMINGS.

FANCY MILLINERY GOODS

A CHOICE COLLECTION OF
FLOWERS

ALSO

A FEW SPECIAL NOVELTIES IN PARIS CLOCKS.
THE NEW NETTED UNDERSHIRTS FOR LADIES AND GENTLEMEN
BOTH IN SILK AND COTTON.

LADIES AND GENTLEMEN'S HEM STITCH HANDKERCHIEFS,
GENTLEMEN'S HOSIERY, SHIRTS, COLLARS, SOLITAIRE, AND STUDS.

&c., &c., &c., &c.

ROSE AND COMPANY,

Hongkong, 25th May, 1882.

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "IRACADY" AND OTHER LATEST ARRIVALS.

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,
COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,
Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk
Hose, Embroidered Silk and Ivory Fans, &c., &c., &c.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer
Tweeds in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord
for Vests, Canvas Shoes, Silk Umbrellas, Gentlemen's and Ladies Parisian
Boots and Shoes in great variety &c., &c., &c.

Oriza's and Pinaud's Perfumery in Great Variety, Vienna Cigar and Cigarette
Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases,
Needles, Ladies Work Boxes.

A GREAT VARIETY OF FRENCH SCIENTIFIC BOOKS AND NOVELS.
&c., &c., &c.

ECA DA SILVA & Co.,
48, QUEEN'S ROAD CENTRAL.

Hongkong, June 5th, 1882.

SALE & CO.'S SHOWROOMS.

ARE SHOWING
EX "GLENFINLAS."

FOR SUMMER DRESSES.

NUNS VEILINGS AND BEIGES.
COLORED AND BLACK FRENCH DAMASES.
PLAIN AND FANCY GRENADES.
BLACK AND COLORED SPANISH NETS.
WHITE LLAMAS AND ALPACCAS.

FOR WASHING DRESSES.
POMPADOURS IN GREAT VARIETY.
CHECKED AND STRIPED ZEPHYR MATERIALS.
NEW DESIGNS IN FRENCH PERCALES.

PLAIN COLORED SATENS FOR TRIMMING, &c.
WHITE AND BROWN DRESS LAWNS.
TENNIS BALLS, &c., &c., &c.

A LARGE VARIETY OF SILVER AND ABYSSINIAN GOLD JEWELRY.
We have also received from Swatow, a consignment of White and Brown Grass Cloths,
for Ladies Dresses. A Liberal Discount for Cash.

VICTORIA EXCHANGE, HONGKONG.

Intimations.

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, 1st May, 1882.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

SOLE AGENTS
for Louis Audemars' Watches; awarded the
highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND SPYGLASSES.
No. 38, Queen's-road Central.

Hongkong, 1st May, 1882.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock; Dinner at 7.30.

This Hotel is most centrally situated and
within easy distance of the principal landing
places.
J. COOK, Proprietor.

WILLIAM SCHMIDT & CO.

GUNMAKERS AND AMUNITION
DEALERS,
BEACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of
every description.

Arms Repaired, Cleaned, or Converted at
moderate charges.

Sporting Guns and Ammunition always
on hand.

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship
"JAPAN,"
Captain T. S. Gardner, having arrived from
the above Ports, Consignees of Cargo by her are
hereby requested to send in their Bills of Lading
to the Undersigned for Countersignature and to
take immediate delivery of their Goods from
alongside.

Cargo impeding her discharge or remaining on
board after the 10th instant, will be landed and
stored at Consignees' risk and expense and no
Fire Insurance will be effected.

Consignees are hereby informed, that any
claims must be made immediately, as none will
be entertained after the 15th instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd June, 1882.

NOTICE TO CONSIGNEES.

FROM LONDON.

THE British Bark
"HELTED WILL,"
having arrived from the above Port, Consignees
of Cargo are hereby requested to send in their
Bills of Lading to the Undersigned for Counter-
signature, and to take immediately delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense, and no Fire Insurance will be effected.
Delivery of Gunpowder and other Explosives
must be taken at once.

RUSSELL & Co.,
Agents.
Hongkong, 1st June, 1882.

For Sale.

FOR SALE.

JUST LANDED EX "HENGLOE."

THE USUAL STOCK OF OUR WELL-KNOWN
BRANDS OF PORT WINE.

J. J. DOS REMEDIOS & Co.,
Agents.
Hongkong, 1st June, 1882.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.
PINTS.....\$23 per Case.

Apply to
MELCHERS & Co.,
Hongkong, 2nd March, 1882.

FOR SALE.

W. A. ROSS & Co.'s BELFAST
GINGER ALE in Cases of 10 doz.

do. in Cases of 5 " 2 "

LEMONADE in Cases of 5 " 2 "

SARSAPARILLA in Cases of 5 " 2 "

LIME JUICE CHAMPAGNE in
Cases of 5 " 2 "

LIME JUICE CORDIAL in Cases of 5 " 2 "

LIME JUICE in Cases of 5 " 2 "

RASPBERRY VINEGAR in Cases of 2 " 1 "

ORANGE BITTERS.....1 "

ALSO,
L. ROSE & Co.'s LONDON CELEBRATED
"LIME JUICE CORDIAL"
ARNHOLD, KARBERG & Co.,
Hongkong, 9th May, 1882.

FOR SALE.

GENUINE PORT WINE.

M. DE SOUZA GUEDES' WELL KNOWN BRANDS,
BLACK LABEL, with 3 Grapes, per Case of
1 Dozen Quarts.....\$18.

BLACK LABEL, with 2 Grapes, per Case of
1 Dozen Quarts.....\$16.

WHITE LABEL, per Case of 1 Dozen Quarts.....\$13.

Apply to
F. J. V. JORGE,
at Messrs. RUSSELL & Co.'s,
Hongkong, 6th April, 1882.

FOR SALE.

MESSRS. W. & T. LOCKETT'S Celebrated
Brands Threlfall's Export PALE ALE
and Findlater's "DUBLIN STOUT" in Pints
and Quarts.

Fine OLD PORT, in Cases of One Dozen.

Also,
Sillery Mousseaux VIN DE CHAMPAGNE,
in Cases of 2 doz. Pints and 1 doz. Quarts.

GEO. R. STEVENS & Co.,
Hongkong, 14th March, 1882.

FOR SALE.

"EX." STEAMSHIP "MINARD CASTLE."

A CONSIGNMENT OF
HOCKING'S
PATENT FRESH WATER CONDENSERS,
The Best and Cheapest ever made.
Capable of Condensing from one to two thousand
Gallons per day.

PATENT TUBE BEADERS.

PATENT LUBRICATORS.

BELDAM'S CELEBRATED
PATENT METALLIC PACKING.

The most economical Patent Packing known.
For full Particulars, apply to
R. FRASER-SMITH,
Commission Merchant,
6, Peddar's Hill.

Hongkong, 28th April, 1882.

J. AND R. TENNENT'S ALE AND
PORTER.

DAVID CORSAIR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
ARNHOLD, KARBERG & Co.,
Hongkong, 15th June, 1881.

HONGKONG RACES, 1882.

NOW READY, PRICE 25C.
A COMPLETE REPORT OF THE HONG-
KONG RACE MEETING
OF 1882.
IN PAMPHLET FORM, REPRINTED FROM
THE "HONGKONG TELEGRAPH."
As only a limited number will be printed, orders
should be sent without delay to the
"HONGKONG TELEGRAPH" OFFICE
No. 6, Peddar's Hill.
Hongkong, 4th March, 1882.

Shipping.

FOR SYDNEY AND MELBOURNE, VIA
FOOCHOW,
(Taking Cargo at through rates for all AUSTRA-
LIAN and NEW ZEALAND PORTS, TASMANIA,
FIJI, and NEW CALEDONIA.)
THE Steamship

"GANGES,"
Captain Black, will be despatched as above,
TO-MORROW, the 9th inst., at NOON.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 7th June, 1882.

FOR MANILA (DIRECT).

THE At Spanish Steamer

"FILIPINO,"
Captain Beltran, will be despatched for the
above Port, TO-MORROW, the 9th instant, at
FIVE P.M.

For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, 5th June, 1882.

FOR SAN FRANCISCO.

THE British Steamship

"MALABAR,"
Captain John Dixon, will leave for the above
Port, on TUESDAY, the 13th instant, at FIVE
P.M.

For Freight or Passage, apply to
J. M. GUEDES,
or to
PO HONG & Co.,
Charterers.
Hongkong, 6th June, 1882.

DIRECT ROUTE TO AUSTRALIA.

FOR PORT DARWIN, COOKTOWN,
TOWNSVILLE, BRISBANE, SYDNEY,
AND MELBOURNE,
(Taking through Cargo and Passengers to
ADELAIDE, NEW ZEALAND PORTS and NEW
CALEDONIA.)

THE Steamship

"NELSON,"
Captain Thorne, will be despatched as above
on or about SATURDAY, the 17th inst., at
FOUR P.M.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, 3rd June, 1882.

Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND

Manufacturers of the following
AERATED WATERS,

VIZ:

SODA, TONIC, SASSAPARILLA, AND
POTASH, LEMONADE,
GINGERALE, RASPBERRYADE, AND
PHOSPHORIC CHAMPAGNE.Deliveries in Town and Harbour from
7 A.M. to 7 P.M.SHIRTS, MEDICINE, CHESTS REFITTED,
PASSENGER SHIRTS SUPPLIED.

Prompt Attention given to Coast Orders

HONGKONG DISPENSARY,
HONGKONG,
SHANGHAI PHARMACY,
SHANGHAI.CANTON DISPENSARY,
CANTON.THE DISPENSARY,
FOUCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by co-respondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

BIRTH.

On the 27th May, at Kowloon, the wife of H. J. Abbott, Esq., Assistant, Imperial Maritime Customs, of a daughter.

MARRIAGE.

On Sunday, the 27th May, at 10 A.M., at the Cathedral, Shanghai, by the Rev. W. L. G. Jones, M.A., of the Diocese of Shanghai, the Rev. W. L. G. Jones, M.A., of the Diocese of Shanghai, of Richmond, Va., U.S.A., to Miss H. J. Abbott, daughter of the late John Ferguson, M.P., Adelaide, South Australia. (Australian and American papers please copy.)

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 8, 1882.

The *Special Chair Coolie* of our evening contemporary has again come out of his shell. After coming to such hopeless grief in the musical line—*ride* his notice on the amateur concert held in the City Hall on the 1st inst.—he has abandoned music for the drama, and now poses as a dramatic critic. The *Special Chair Coolie* possesses an unlimited amount of what is vulgarly termed "cheek"; so much in fact, that we are not quite certain whether brazen impudence or gross ignorance is the predominant feature in his composition. He went to the City Hall the other night to witness HERR BANDMANN'S Hamlet, and he gives the three blessed readers of the *China Mail* the benefit of his critical tastes, and vast experience. As the *Special Chair Coolie* is an ignorant impostor, it pleases our humour to have a few moments amusement at his expense on affairs dramatic. He commences his critique (?) with a glaring mis-statement, in asserting that HERR BANDMANN is the first high class tragedian that has ever visited this Colony. Has the *Coolie* ever heard of Mr. BOOTHROYD FAIRCLOUGH, a gentleman who appeared at the City Hall in several scenes from Hamlet about three years ago? We presume he has not, and therefore inform him that Mr. FAIRCLOUGH achieved far greater successes in London in Shakespearean works than Mr. BANDMANN ever dreamt of. Mr. FAIRCLOUGH played Petruchio in the charming comedy, *Taming of the Shrew*, at the Globe Theatre, under Miss ALLEN'S management, some ten or eleven years ago, for sixty consecutive times, the longest run this comedy has ever had. He also played Macbeth at the Lyceum in E. T. SMITH'S time with a good deal of success, and was most favourably received in Hamlet, Richard III., and other Shakespearean roles. We are not wishing to detract from Mr. BANDMANN'S abilities or reputation; we simply desire to show the consummate ignorance of the critic—heaven save the mark!—of our evening contemporary.

"It is no slight pleasure says the *Special Chair Coolie* to have had the household words of the 'Divine William' adequately spoken, and to have seen his pre-eminently natural but searching thoughts worthily

corner of the world; and while we again felt the thrill of delight at the words of the great Magician, and realised once more that richness of imagery—that "light of heaven"—so peculiar to his incomparable language, the sense of refreshing seemed somehow to redound to the credit of the celebrated tragedian who had thus rendered possible the revival of early and pleasant associations." The *Coolie* has struck out a path in descriptive word painting for himself. It is no doubt cheering to have the household words of the *Divine William* adequately spoken, and to have his pre-eminently natural and searching thoughts (whatever that phrase may mean) worthily revealed to the mental vision in this far off corner of the world. We are glad to know that this heaven-born critic felt a thrill of delight at the words of the great Magician (whether BANDMANN or Shakespeare is alluded to here seems dubious; but what in the name of all that's wonderful can be mean by saying that "the sense of refreshing seemed somehow to redound to the credit of the celebrated tragedian who had thus rendered possible the revival of early and pleasant associations"? What in Heaven's name is the sense of refreshing?

We are ready to admit that a fair criticism of a "star" can only be made by comparing him with other great actors, so that the *Special Chair Coolie* of our evening contemporary is perfectly justified in comparing—so far as any fair comparison can be instituted—the Hamlet of Mr. BANDMANN with that of HENRY IRVING. It must however forcibly strike any student of SHAKESPEARE, and all who admire, or know anything of the histrionic art, that the comparison drawn by the *China Mail* critic between the two great actors above named, is inconsistent, and conspicuously devoid of common sense. "There can be no manner of doubt that the Hamlet of HENRY IRVING—the impersonation noted for subtlety and fine metaphysical discernment of conception, and characterised by quiet intellectual culture, and thorough consistency—is far and away the finest representation of the character seen since the palmy days of the elder Keen. No living tragedian—Edwin Booth alone excepted—has even approached the Prince of Denmark as played by England's finest actor. The writer in the *China Mail* says—"HERR BANDMANN'S conception of Hamlet comes to us as a mixture of the refined and robust; and we must frankly confess that, although IRVING may give to the great role a greater consistency than BANDMANN seems to do, his representation in some points falls short of that of his Anglo-German rival."

In refinement, Mr. BANDMANN'S Hamlet is almost equal to that of IRVING; in physique and presence Mr. BANDMANN has decidedly the advantage of the two tragedians; and in declamation and in power of naturally delineated passion we think BANDMANN will maintain his own with the greatest credit. Those who know anything at all of the matter are well aware that the points in Mr. BANDMANN'S Hamlet, which the *Special Chair Coolie* praises, his robust conception, fierce declamation and physique—are actually the tragedian's greatest weakness. It needs no experienced critic to convince playgoers that Mr. IRVING'S slight and graceful figure is far more like the young Prince of Denmark, the quiet student and philosopher, than are the gigantic proportions of HERR BANDMANN. In fact the German actor's physique, and his noisy, declamatory style, have hitherto prevented the impersonation from taking the high place in dramatic art which its many excellences would otherwise have warranted. In cultivated circles in England and America, it is no secret that Mr. BANDMANN'S Hamlet has utterly failed to attract, simply on account of its possessing certain doubtful attributes which the *China Mail* critic, in his ignorance and folly, would lead us to believe are evidence of histrionic genius. No person in the world is better acquainted with these facts, than HERR BANDMANN himself. He has experienced their bitter truths.

We will not follow the *China Mail* oracle through the dreary waste of words, which constitute his criticism of HERR BANDMANN'S Hamlet. Let us briefly say that it gives us pleasure to be able to confirm a great deal of what is written in praise of our distinguished visitor. We agree with the opinion that "Mr. BANDMANN'S Hamlet was a really fine and powerful impersonation," and although we are not disposed to concede that it was "thoroughly natural," there can be no doubt of its being highly artistic. But when the critic commits himself to the opinion that Mr. BANDMANN'S Hamlet, "independent in its conception, is as true to the great author's meaning all round as any that has yet been given to the world" we are really

compelled to protest against such reckless, audacious, and mischievous statements. Mr. BANDMANN'S Hamlet is as much inferior to that of HENRY IRVING, EDWIN BOOTH, BARRY SULLIVAN, SALVINI, and several other great actors, as the literary

efforts of the dramatic critic of the *China Mail* are inferior to those of the late WILLIAM SHAKESPEARE. Mr. BANDMANN is a great actor—probably the greatest actor that has ever visited China, although that is by no means certain—and his great abilities will ever command their due meed of attention and respect. We are intimately acquainted with his dramatic career, and have seen him under various auspices, and in many different parts. We are perfectly acquainted with his true position in the galaxy of stars in the theatrical firmament, a position, so far as the English stage is concerned, which only one other foreigner—the late CHARLES REUTHER—has ever equalled, and which reflects great credit on Mr. BANDMANN'S perseverance and energy. Without genius no man could have attained the celebrity and position in the profession which are this gentleman's.

It will thus be seen that we are ready to give praise where it is due; to treat Mr. BANDMANN, and all other artists who solicit public patronage according to their deserts. But we decline to write their fulsome flattery to please anybody. We can neither be bribed or intimidated to harter our independence and self respect. The *China Mail* is at liberty to "cage" for patronage and curry favor, as it thinks best; but on every possible occasion where truth and the freedom of the press are sacrificed through ignorance, or for self interest, we will not remain silent. We will not permit the public to be hoodwinked, where their interests are in any way concerned.

LOCAL AND GENERAL.

The regular monthly meeting of United Service Lodge, No. 1341, will be held in Freemason's Hall, Zetland Street, this evening, at 8 o'clock precisely.

THERE was the usual muster of unlicensed hawkers and no light or pass gentry before the Magistrate this morning. Nominal fines were imposed.

CHARLES MURRAY, described as of England, though the name would indicate that Murray comes from north of the Tweed, a private in the "Buffs," was charged before Mr. Wodehouse with being drunk and refusing to pay chair hire. Defendant admitted the drunk and was discharged on agreeing to settle with the chair coolie.

THE *Freundblatt*, the organ of the Vienna Foreign Office, speaking in reference to Egypt, says:—"At the present moment, even the Dictatorship of Arabi Bey would be preferable to the certain anarchy which would follow his removal. The consequences of his removal would lead to a conflict which, for the present, every European Power would desire above all things to avoid."

THE competitors for the Silver Cup, presented by Colonel Ike Austin for competition amongst the Amateur Marksmen of Hongkong, met last evening at eight o'clock and decided on the firing taking place on Saturday evening next, between the hours of eight and nine o'clock. All preliminaries were satisfactorily arranged, scores, judges and umpire being elected by the unanimous voice of the competitors.

YE ARUN, Mah Afuk, Leung Afuk, Wong Alum, Mak Achui, and Wong Atuk, boiler makers in the employ of the Hongkong and Whampoa Dock Company, were charged with assaulting Nowis Khan, Neuter Ali, and Mahomed Ali, watchmen at the Cosmopolitan Dock, remanded from the 4th instant, were again before Mr. Wodehouse this morning. The defendants were bound over in the sum of five dollars each to be of good behaviour for the next four weeks.

ROBERT HOWARD and William Dyer, seamen of the British bark *Still Water*, charged with assaulting Andrew McCord, the steward of the above ship while on the passage out, remanded from the 3rd instant, were before Mr. Thomson this morning. Mr. Caldwell who appeared for the complainant stated that the parties had been brought together and had arranged, as both sides were at fault when the assault was committed, that his client would withdraw the charge. Mr. Thomson accordingly dismissed the summons.

A MEMPHIS "darkey" stole a mule not long ago, in payment of wages which he could not collect from the owner. Upon being arrested he sent for a lawyer who had saved him from prison once before when the law was after him for stealing bed-clothes. The lawyer reminded his quondam client that a fee was still due for services in the bed-clothes case, and refused to help him further until that was paid. "Why, boss," exclaimed the disconsolate darkey, in a last attempt to touch the lawyer's heart, "I stole dat mule specially to sell him and pay you." At last accounts he was still without a legal adviser.

MAN AFUN, a seaman, was charged before Mr. Wodehouse this morning with stealing twenty dollars in silver, and clothing of the value of eight dollars, the property of Fung Achueung and Fung Chun seamen of junk number 2116. The defendant was noticed going into the main hold of complainant's junk this morning about three o'clock, and being followed after took refuge by jumping overboard with the money and the clothes. Fung Chun, one of the complainants, followed suit by also jumping into the water, the thief being eventually collared. Defendant stated that he went to the hold to get some rice and when he heard complainants call out, he jumped into the water as he was afraid of being beaten, complainants having said he stole something. Man Afun was treated to six months' hard labor, so for that period he will have his rice taken to him instead of having to search the holds of junks for the same.

SAYS the *Overland Mail* of April 28th—"The perplexing and often-asked question, 'What are necessities?' was asked again for the thousand and first time in the Common Pleas Court last Saturday." The defendant in a suit then heard was a lively young gentleman named Robertson, who seems early to have acquired a taste for horse-flesh, and who, at eighteen or nineteen years of age, kept about fifteen horses, which were principally distinguished for the names bestowed upon them by their owner, some of them being named after the Evangelists, but others after less reputable characters, such as Pontius Pilate, Barabbas, and Judas Iscariot. The saddler of this youthful and humorous Sybarite sued him for rather more than 600*l.* for goods supplied, and for the defendant there were three pleas, the most important of which was that the goods supplied could not be regarded as necessities for a person who was technically an infant. Just as there is a good deal of "confused eating" in a sheep's head, so there is a good deal of confused material for argument in such a plea, but unfortunately on Saturday a compromise left the British spendthrift and the British tradesman still in doubt as to the limits of safe purchase and sale. Neither would be worse for a good lesson.

MADAME NILSSON-ROUSAUD has received the following letter from the King of Sweden, dated from Christiania:—"Dear Madame Nilsson-Rousaud, I am sure that you have not doubted a single instant of the very sincere sympathy I have in the cruel trial which has fallen on you. The news reached me very late owing to my journey to Christiania, and when at length I heard of the death of your husband it was too late to telegraph, and I preferred waiting till I could properly write a letter in your great and natural affliction without being obtrusive. Dear Madame Nilsson, I was much distressed when I read the circumstances which led to your terrible misfortune. God alone can give you strength of mind and body to bear up against such a trial; but he will give you, I am certain, and you have my sincerest wishes for your future. You are yet young and in full possession of the great artistic qualities which have founded and justify your renown. You will find consolation in work, and your very sorrow, by the help of God, may contribute to the development of your genius. You may long, very long, I hope, remain the great artist who honours the country which gave you birth. It is not so much in my character as King of that country as an amateur, and above all as your friend, that I do not hesitate to say this. Yes, rely on these sentiments on my part, and believe me, your ever affectionate Oscar."

ON the subject of the Bill of Sale Amendment Act a correspondent writes as follows to the *London Daily News*:—"This Act has passed through Committee, and will doubtless in a few more months become law, but surely those who are responsible for the proposed alterations in the present Act can know little of what was required to remedy existing evils, or they must have been badly advised. One important alteration is that no bill of sale shall be valid when the sum lent shall be less than 50*l.* The effect of this will be that thousands of well-intentioned persons who are temporarily embarrassed for smaller sums than 50*l.* will be debarré from raising the money, and if threatened with county court or other executions must either take their goods to the pawnbroker or see them swept off. Whereas by being able to obtain a loan on equitable terms they might recover themselves. Without advocating very small loans, such as 5*l.* or 10*l.*, I think the Legislature might wisely have fixed the limit at 20*l.* I will not enter upon the many other proposed alterations, suffice it to say that practically, the effect of the bankruptcy clause alone will be almost to extinguish bills of sale, as the security to the lender will now be very slight indeed. Many persons will say, 'So much the better;' but there always were and always will be borrowers, and I contend that an Act might have been framed which would have given protection to the borrower without so greatly jeopardising the security of the lender."

MR. E. F. Short, of Bloemendal, near Capetown, has written a description of an interview he has had with Cetewayo. He says:—"A quick walk through Bloemendal, soon brought us to the residence of King's residence at Oude Molen. We were received in the visitors' room by one of the officials, and here we had to wait some time, in consequence of other visitors being with the King. Being a very hot day several of the chiefs were standing and walking about with very little clothing. They were very inquisitive, examining narrowly all we had on. They seem to be, like most people, fond of money. I being rather tall, one of them signified that he would like to measure his height with me. Being confident that he was taller, he seemed very bright, but upon being told the reverse the poor fellow walked away with a downcast look. They are all fine, well-made men, without one exception. By this time, the visitors having come out, we were met by Mr. Samuelson, the interpreter, who introduced us to the King. I was very much struck at first at his prodigious size and muscular strength, his frame being well-made and possessing great power. He was sitting in his chair, attired in a suit of navy-blue serge, and wearing on his head an embroidered smoking cap. He was looking rather downcast. Inquiring after his health, he said it was pretty good; but he was not well, and never would be until back in Zululand. He seemed pleased at the idea of going to England because he should see the Queen, and he was certain that lady would soon give him an order to return his own country. He was afraid the sea voyage would not agree with him, as he was very sick coming down from Natal. He says that John Dunn is not the man to rule Zululand and its people. He was degrading, his people by doing so. Sometimes his old friend 'Langalibabala' pays him a visit from 'Ugth Flight,' and it is a contrast to see them as they sit—the one an old man who has been in captivity about nine years, the other hale and hearty." At the close of his interview Mr. Short presented a silver snuffbox to Cetewayo, who seemed much pleased with the gift.

THE attention of the police is directed to the following true story. At noon to-day a licensed streets obstructionist, No. 351, knocked down a poor old China woman, who was crossing the street opposite Kelly and Walsh's store. She was 'knocked under the wheel of the 'ricksha, and cut rather severely as traces of blood were left on the ground. The obstructionist, instead of assisting the poor old woman to her feet, deliberately attempted to drag the vehicle over her prostrate body, but failing in this backed his 'ricksha and made off at his best pace. A crowd was collected, but no attempt was made to stop the coolie. When all was over a Sikh Constable appeared on the scene and gruffly instructed the injured woman to move on. This should be seen into, as affairs of a similar nature are almost of daily occurrence.

We take the following from the *Anglo Brazilian Times* of March 15th:—"A Valparaiso telegram reports the withdrawal by Mr. Trescott of the offer of United States mediation, the Chilean Government refusing to modify the demand for territorial compensation—viz., perpetual cession of the territory of Tarapaca, and temporary occupation of that of Moquegua until Peru had paid an indemnity of \$20,000,000, and meantime, right to half of the guano exported, the other half to go to the creditors of Peru. By a messenger from Ica it is known that Caceres beat the united forces of Mas and Panizo at Ayacucho and captured both leaders. It is said that he has signified to the United States Minister his willingness to recognize the new organization, being in favour of peace. Telegrams from Buenos Ayres announce that the insurance companies there have declined, owing to the defective fire service of that city, to insure the exhibits of the International Exhibition in Buenos Ayres. In consequence, the Brazilian Government has decided on sending thither, for the protection of the Brazilian exhibits, and general service, Major Girard with 16 men of the Bombeleros and proper apparatus. General Maximo Santos's election as President of Uruguay was effected for four years by a majority of 45 out of 50. Four of the rest voted for one year and the other for the completion of Dr. Vidal's term. The Uruguayan Government, in consequence of the numerous reclamations against pressing Brazilian citizens into the Army, has ordered that no foreign citizens shall be enlisted unless by a contract acknowledged before a consul of his nation. Harrowing accounts of the loss of life, and of the complete impoverishment of thousands of families in the lowlands of the province of Rio Janeiro continue to come to hand, and the Emperor has opened the subscription for the relief of these unfortunate with the gift of \$6,000.

ACCORDING to the *Overland Mail* Mehemed Ruschdi Pasha, the ex-Grand Vizier, who died the other day in poverty and banishment, was of humble parentage, like so many eminent Turkish dignitaries, and owed his original start in life to the following curious incident. When he was a young infantry corporal, in the days of Sultan Mahmoud, some ladies of the Imperial Harem, whilst shopping in Pera one morning, after their wont, were greatly attracted by the quaint antics of a monkey capering at a window of the Grande Rue. On their returning to the palace they besought their lord so importunately to give them the animal for a pet, that His Majesty ordered one of the household to procure it for them without delay. This official, however, finding upon inquiry that the ape belonged to a French subject, hesitated to take possession of it. Sultan Mahmoud was an unflinching stickler for the capitulations, and upon being referred to in the matter, at once commanded that negotiations should be opened with the monkey's proprietor for its purchase. Not a soul in the Imperial household understood French; but the ladies were impatient to possess the object of their hearts' desire, and worried the Sultan accordingly. What was to be done? All of a sudden a happy thought struck the Chief Imam, who had by accident noticed a young corporal of the Palace guard some days previously studying a French vocabulary while on duty. Mehemed Ruschdi was sent for, and, having been entrusted with plenary powers to deal with the monkey-owning Giasur, acquitted himself so successfully of his mission that Mahmoud resolved to reward him in person, and caused him to be summoned to the Presence. "Thou hast done well, my son," said the Khalifeh, as Mehemed Ruschdi prostrated himself on the carpet at his feet: "I will recompense thee with 5,000 piastres or the rank of bimbaschi (major) in my army, whichever thou wilt. Choose for thyself?" The young soldier without an instant's hesitation chose the promotion offered to him. Such was the commencement of a career that culminated in his occupancy of the highest office in the Ottoman Empire.

"THE MERCHANT OF VENICE" AT THE CITY HALL.

The Bandmann Combination made their second appearance in Hongkong at the Theatre Royal, last night, in Shakespeare's famous comedy, "The Merchant of Venice." The attendance, although a fairly good one, was scarcely so large as on the previous evening. The orchestra was again untenant, the arrangements made by the management with a pianist having for the second time unfortunately fallen through at the last moment. Although the audience were the sufferers it would be unfair to attribute all the blame for this omission to Mr. Bandmann. Pianists had been engaged both for Hamlet, and the Merchant of Venice, but for some unexplained reason failed on both nights to fulfil their engagements, without giving notice of their intention to stay away from the theatre. Such conduct as this cannot be too severely reprobated, and we are sorry to think that we have professional musicians in Hongkong so little acquainted with what they owe to themselves and to the public.

Our task in criticising last night's performance is a much lighter and far more agreeable one than our review of Hamlet. Mr. Bandmann, when called before the curtain at the end of the fourth act, in a few well chosen words, frankly explained that his company was not to be

judged from too high a standpoint, but assured the public that they would do their utmost to give satisfaction. We can of course understand that it would be impossible to bring a first class dramatic company to the Far East with any prospects of a financial success; and can only say that, had the advent of the Bandmann Combination not been heralded with such a flourish of trumpets, our criticism of their appearance in Hamlet would have been of a much less sweeping character. We will even go farther than this, as, although our remarks in the light of a dramatic criticism, were amply justified, there were circumstances connected with the poor show made by various members of the company, which, had they been known to us, would most certainly have induced us to make far greater allowances than we did, for all shortcomings. Most of the artists were suffering from sea-sickness and the effects of their voyage, and in other respects were quite unprepared to do justice to the various roles. That these, and other causes which we need not dilate upon, prevented them from doing themselves justice was amply shown by the general improvement visible in last night's performance, which, taken altogether, must be pronounced as a fairly satisfactory representation of a very difficult comedy.

Mr. Bandmann's Shylock is unquestionably a fine performance—probably the finest of all his Shakespearean impersonations. His face is the index of the working of his mind, and reflects as plainly as in a mirror, the character of the cruel, tricky Jew. However, Mr. Bandmann's conception is not the mere type of cruel, unscrupulous greed so long recognised as the traditional Shylock. The pride and meditative individuality of race are strong points with Mr. Bandmann; and the delineation of domestic passion, and burning hatred of all Christians when the Jew learns of the loss of his daughter and his ducats, are splendidly handled. The tragical element is of course a leading feature in Mr. Bandmann's Shylock. In the trial scene where the undying hate and fanatical ferocity of the Jew are seen at their worst, the actor rises to the situation, and the result is most impressive. Of course there are imperfections in the impersonation. We miss these subtle, delicate touches which characterised Phelps's Shylock, and which in the hands of Irving have led to such unparalleled successes. In the first scene with Antonio and Bassanio Mr. Bandmann fails to show that cringing servility which we consider in keeping with the positions of the despised race towards the proud Venetians. In a few other respects we might find fault. In such a great actor we

Still, taken as a whole, Mr. Bandmann's Shylock is a historic as well as an intellectual triumph, worthy of the actor's fame.

Miss Beaudet's Portia was a pleasing impersonation, especially noteworthy for its womanly grace. Entering thoroughly into the spirit of the part the young actress fairly realised a most intelligent conception. In the trial scene Miss Beaudet's acting was worthy of high commendation, and her impassioned delivery of the famous lines beginning—

"The quality of mercy is not strained;
It droppeth as the gentle rain from heaven
Upon the place beneath."

gave evidence of high elocutionary powers. In the last act Miss Beaudet proved herself a versatile comedy actress of exceptional ability, and fairly gained the approbation of the audience. Miss Nellie Ferguson doubled the characters of Jessica, Shylock's daughter, and Nerissa, companion to Portia, and in both fairly achieved all she attempted. As Jessica she did well, whilst as the sprightly Nerissa she gave a very bright and natural comedy sketch. Miss Ferguson is apparently very young and inexperienced; but she is undoubtedly a very pleasing and promising actress. The minor characters were much better filled than on the previous evening. Mr. D'Orsay Ogden was everything that could be desired as Bassanio, dressing the part well, and showing a thorough appreciation of its various requirements. Mr. R. J. Inman deserves a word of praise for his sprightly impersonation of the voluble Gratiano, and Mr. O'Brien, as Antonio, and Messrs. Arnold and Russell as Lorenzo and Launcelot also did fairly well.

The comedy was satisfactorily dressed, but the scenery and stage effects were simply awful. As the Italian Opera Company were able to present a most effective *mise en scene* with the City Hall properties, there is no reason why Mr. Bandmann should not, by exercising a slight amount of care, be able to do the same. We have a local scene painter well up to his work, who would be a valuable acquisition to the stage management. Taken as a whole "The Merchant of Venice" may be described as a successful performance, and it was certainly appreciated by the audience.

We understand that the next performance will be given on Saturday night, when "Narcisso" will be produced.

THE ENGLISH MAIL.

The P. and O. S. N. Co.'s steamer *Kaiser-i-Hind*, Captain J. C. Babot, with the English mail of the 5th ult., arrived in harbour this forenoon. The following items are taken from the *London and China Express* of May 31st:—

No further authentic news has been received as to the mysterious disappearance of Mr. Suzuki, of the Japanese Legation, in Paris, which was reported in our last issue.

Messrs. A. and J. Inglis, of Glasgow, are about to lay down a new paddle-wheel river steamer for the China Merchants Steam Navigation Company. She is to possess high speed on a shallow draft.

The appeal in the action of the *Hochung* and the *Lafayette* collision case, by which our readers will remember the *Hochung* was sunk, is fixed to come on before the Privy Council on the 9th instant.

His Excellency Chen Ta-jen, the Chinese Minister to the United States, Peru, and Spain, whose arrival here and departure from we announced last week, with his suite, are staying at the Grand Hotel in Paris.

The new branch that the Messageries Maritimes intend to start to Australia will be inaugurated towards the close of the year, but the exact date depends on the time when the new steamers which are being built are completed.

It is understood that while Her Majesty's Government are at the present taking no active measures to open relations with Corea, they are at the same time perfectly prepared to do so should a favourable opportunity occur.

The annual public meeting of the Society for the Suppression of the Opium Trade is announced to take place on the 9th inst., at Exeter Hall. The Right Hon. the Earl of Shaftesbury is announced to take the chair, and many influential men are expected to attend.

The cargo of the *Forwards*, from Java, for Amsterdam, which stranded near Messina, but got off, will probably be transhipped. The passengers and mails arrived at Messina April 25. The *Forwards* sailed from Messina, April 30, for Malta, where she arrived on the 1st instant for repairs.

His Excellency Itô has arrived in Paris with his suite. Nothing has yet been officially stated as to the object of his mission, but it is understood in Europe that his Excellency's movements, we believe, are not yet known, and he will probably remain in Paris for some days.

A telegram from Lisbon, dated 28th, states that the Ocean Steamship Company's steamer *Tylenachus* has been towed into Lisbon by the steamer *Lamparts*, with her crank shaft broken. No agreement with *Lamparts*. The cargo has sustained no damage; and there being a spare shaft on board the damage was soon repaired, and the vessel was expected to proceed on May 1st.

An attack has been made near Mecheria upon two French companies by two thousand rebel Arab horsemen, led by Ben Amena. The French had two officers and forty-eight men killed, and lost their baggage and *matériel*. The French beat a retreat, closely pursued for more than ten kilometers, without even time to pick up the dead and wounded. The latter were horribly tortured.

The Japanese barque *Kamatsuka Maru* put into Madeira, April 19, for water, and Captain Brown's wife, being very ill, he left the ship with her, placing his eldest mate (Ellis) in command, and making his second mate chief mate. Both Mr. Ellis and the second mate, it is stated, hold masters' certificates. The *Kamatsuka Maru* sailed from Madeira on the 24th April for Yokohama.

We believe that despatches on the subject of opium and the Chefoo Convention are now on their way from Sir Thomas Wade, H.B.M.'s Minister in Peking, to the British Government. The despatches were mentioned by Sir Charles Dilke, the Under Secretary of State for Foreign Affairs, in Parliament during last Session as about to be forwarded were never sent by Sir Thomas Wade, in consequence of the constantly shifting nature of the negotiations which were proceeding at that time.

A New Australian Steamer—The Austral, steamship, built by Messrs. John Elder and Co., Glasgow, for the Orient Steam Navigation Company, to trade between London and Australia, via the Cape and Suez, went down the river Clyde on the 20th ult. for her official trial trip. Her preliminary tests had been satisfactory, and on the measured mile full-speed test two runs yielded an average of about 17.75 knots (201 miles) per hour. The Austral is the largest vessel yet built for the Australian trade. She is 435 ft. in length, 48 ft. in breadth, and 37 ft. in depth, having a gross registered tonnage of 5,888 tons. Her displacement at load line is 9,500 tons, and her machinery indicated 6,800-horsepower. She is 10 ft. longer and 2 ft. broader than the Orient, and differs from that vessel in many respects.

Captain Kopitoff, captain of the port of St. Petersburg, has been raised to the rank of Rear-Admiral, and ordered to proceed to Vladivostok, to replace Admiral Aslanbekoff as Commander-in-Chief of the Russian Fleet in the Far East. Captain Kopitoff belongs to the new school of officers, who are being established in high places to carry out the policy of reform of Prince Alexis and the Minister of Marine, Admiral Sheshakoff.

The Cuban steamer *Alaska*, the greyhound of the Atlantic, left New York at one p.m. April 25, and arrived at Queenstown May 2, making the passage in seven days fifty-three minutes. Her outward passage occupied seven days four hours forty-two minutes, making the round voyage out and home in fourteen days five hours and twenty-five minutes. No other steamer afloat has done the same.

In commenting upon the different effects of collision upon vessels of the old and new type, the *Army and Navy Gazette* cites the case of H.M.S. *Raleigh*, in 1857, Commander (now Admiral Sir) H. Keppel in command. The *Raleigh* was a wooden sailing frigate, on her way to Hongkong to join Rear-Admiral Seymour's squadron. At daybreak, when in the midst of the Ladrones archipelago, she ran on a sunken rock, which was not marked on the charts, but even unknown to the local pilots. It was soon found that the ill-fated frigate had her side cut open, and no ordinary means, such as stuffing with hammocks and spreading a sail over the hole, were of any avail. The ship was then about half-way between Hongkong and Macao, but to go to Hongkong she would have to beat up all the way. Crowding all possible canvas on her frigate, Commander Keppel shaped his course for the islands at the entrance of Macao harbour, where he could find shallow waters and a sandy beach to run around. He kept the *Raleigh* afloat for about four hours, and sailing before the wind, ran the frigate around, thus saving his crew, as well as his stores and artillery. The hull alone was lost, owing to the absence of means at hand to float her. One of the most striking incidents of the day was that when passing the French squadron, then anchored in Macao Roads, under command of Admiral Guérin, Commander Keppel, under a press of canvas, with his port-holes scarcely 18 inches above water, saluted the French Admiral with a salute which was duly returned, amidst the enthusiastic hurrahs of the French sailors, full of admiration for the pluck and seamanship of the English Commander.

MAILS EXPECTED.

THE AMERICAN MAIL.
The P. M. Co.'s steamer *City of Peking* left San Francisco for this port, on the 16th May, and may be expected here on, or about the 14th instant.

STEAMERS EXPECTED.

The Netherlands-Indian steamer *Atch* left Batavia on the 1st instant, and may be expected to arrive here on or about the 10th.

The D. D. R. steamer *Lydia* left Singapore on the 3rd, and may be expected here on or about the 10th inst.

The O. S. S. Co.'s steamer *Antenor* left Singapore on the afternoon of the 4th instant, and may be expected to arrive here on or about the 11th.

Said the man who got left when the wine came short: "I don't care for the liquor, but I think I feel a bit of it as much account as anybody's, and if I don't lick the deacon by whose negligence I was prevented from carrying out my religious duty, I'm a pirate."

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Some time ago you made some remarks on the filthy condition of the V. R. Club's Bath. I suppose you are aware the Bath has been done up for the season, the outside portion having been left open. Owing to this arrangement the Bath is, at certain states of the tide, still very filthy, jelly fish and every description of filth floating about to the great disgust of bathers. As I understand the Secretary's objection to demolish the front of the bath is that in stormy weather the entire structure is thereby in danger of being carried away. I give you suggestion I heard a gentleman make the other day, which might meet the views of the Secretary and would greatly tend to keep out the filth. The suggestion was, that, as the difference between High and Low water is only from 8 to 10 feet light portable bamboo frames might be made which could be taken up when the Barometer indicates an approaching storm. Ten feet by ten feet frames would be quite easily handled by two men, and would close the front of the bath from low to high water mark. I hope that this suggestion will meet the views of the Secretary, or that some other gentleman will come forward with a better one.

I am, yours, &c.,
ONE WHO IS FOND OF A SWIM.
Hongkong, 8th June.

TRIAL TRIP OF THE STEAMSHIP "HAE-AN."

A very successful trial trip of the China Merchants Steam Navigation Company steamship *Hae-an* took place yesterday. The *Hae-an* was formerly the S.S. Co.'s steamer *Shanghai*; she was built in Glasgow by Messrs. Inglis & Co. and launched in 1873. She was then an iron paddle-wheel steamer, and had a small carrying capacity of about 5,000 tons dead weight, room for a moderate number of Chinese passengers, and a nice saloon forward. She has never been a paying boat to the China Merchants S.S. Co. Last year she suffered from a collision with the steamship *Tener* in the Min River, and it was then decided to alter her. She has accordingly been altered from a paddle wheel to a screw steamer; she was cut in two and lengthened 24 feet amidships, besides being lengthened 6 feet in the stern. She has been fitted with the boilers and engines purchased from the wreck of the ship *Donkey*, burnt at Wossung at Christmas 1880. The alterations were planned by Captain Bolton, the Company's Marine Superintendent, and carried out by Messrs. S. C. Farman & Co.

The *Hae-an* is now a steamer 294 feet long over all, 33 feet 6 inches breadth, depth of hold 22 feet. Her tonnage is as follows:—

	Tons.
Under deck tonnage	1,040.81
Deck houses	337.44
	1,378.25
Allowance for crew	68.17
	1,446.42
Propelling space	113.08
	1,559.50
Register Tonnage	869.4/100

Her engines are inverted cylinder compound surface condensing engines. The cylinders have diameters of 32 and 64 inches by 3 feet 6 inches stroke; the boilers have a working pressure of 70 lbs. to the square inch; they were originally made by Messrs. Jas. Howden & Co. Glasgow; the boilers are 13 feet 9 inches diameter by 10 ft. 6 in. long, three furnaces in each. The machinery is fitted with the latest improvements; Muir & Caldwell's steam steering gear, and Chubb's engine room telegraph. She has accommodation for 90 Chinese passengers in cabins on the upper deck, besides about 40 more in open berths, and for 180 in the tween decks; 310 in all.

There was a large party on board, including 19 ladies and several children. The owners were represented by Messrs. Chiu Yu-chee and Chiu Fitting and Captain Bolton. Messrs. Simpson, G. Galles, Carmichael and Webster represented the establishment of Messrs. S. C. Farman & Co. Messrs. Johnston and Prentice represented the rival engineering establishment of Messrs. Boyd & Co.; Mr. C. Buchanan, the Indo-China line; Mr. Siemssen, the line of the firm he belongs to. Amongst those present connected with the shipping interest we may notice—Mr. D. B. Bee, the Harbour Master, Captains Barton, Bassett, Pratt and Schulz and Mr. W. C. Howard. There were several Chinese merchants and bankers on board.

The steamer left the C. M. S. N. Co.'s Middle Wharf at 9.17 a.m. under command of Captain Dirksen. She had not proceeded far when an accident happened to her steam steering gear; the chain slipped of the quadrant, and she had to anchor opposite Mr. Benjamin's godowns. Then a bolt broke in the steam windlass and the anchor had to be heaved by manual labour. This caused a detention of an hour and nine minutes, and the steamer got under weigh again at 10.38 a.m. The morning was fine but hot and the atmosphere rather close, but when the steamer got under full steam she made a delightful breeze. Collyer's Dock was passed at 10.58 and the Red Buoy at 11.55; she was doing 11 miles in 57 minutes against the tide. Outside Wossung was a flotilla of Chinese men-of-war out for a cruise. There were four Men-of-war of the type of the *Kiangnan* Arsenal. The *Flours Castle* was at anchor and the *Maifoo* was coming in. About this time the bell was rung for breakfast and Captain Dirksen was relieved on the bridge by Captain Pratt. An excellent and well-served collation was provided in the pretty saloon. When the two relays of guests had satiated their appetites some gentlemen drank Captain Dirksen's health enthusiastically; success to the *Hae-an* and to the managers of the Chinese Merchants Company was proposed by a member of the Press; the *Hae-an* means "Pleasant Sea" and the toast wished her many a pleasant passage over smooth seas, and her owners a smooth labour sheet.

In the meantime the vessel had been turned round and was steaming back to the Whangpoo. She was turned round near the Beacon, 12½ miles nautical miles from the Red Buoy, at 0.49 p.m., under 14 nautical miles an hour, chiefly against the tide. She commenced the return voyage at 0.51, just as the tide was turning; she consequently had a strong ebb against her. She passed the Red Buoy again at 2 hrs. 7 min., so in 1 hr. 18 min. doing the same distance that she went in 54 minutes going out. The *Maifoo* and *Carnarvonshire* were at Wossung waiting for the turn of the tide to get over the Flats. Collyer's Dock was passed again at 3.10 p.m. and the vessel came alongside the Middle Wharf at 4 p.m., everybody on board having enjoyed a very pleasant trip and received a most cordial and hospitable welcome from Captain Dirksen.

"THAMES-STREET INDUSTRIES," by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London.—[ADVT.]

To-day's Advertisements.

NOTICE.
THE CITY HALL LIBRARY and MUSEUM will be Closed on THURSDAY, FRIDAY, and SATURDAY, in consequence of the Removal of the Cases to examine the state of the Building.
W. H. R. MOSSOP, Acting Secretary.
Hongkong, 8th June, 1882. [418]

NOTICE.
COLONEL J. E. AUSTIN'S AMERICAN RIFLE RANGE, HONGKONG HOTEL.
The Match for the Handsome Silver Cup will take place on SATURDAY, THE 10TH INST.

Scorers:—Messrs. McWATERS, ANNAN, and ORLEY, subject to reference to Colonel AUSTIN. Mr. McLAURIN will act as Referee in the event of any dispute.
All competitors must be present between 8 and 9 P.M. or they will forfeit their chances.
G. ORLEY, Chairman of Committee.
Hongkong, 8th June, 1882. [145]

KELLY & WALSH'S LIST OF NAUTICAL & ENGINEERING WORKS.

Admiralty Manual of Scientific Enquiry	\$1.50
Queen's Regulations and Admiralty Instructions	\$1.00
Nautical Almanac, 1883	\$1.50
Ainsley's Guide Book to Local Marine Board Examination	\$2.50
Ainsley's Engineers Manual	\$3.00
Ainsley's Nautical Tables	\$5.50
Bergen's Marine Engineer	\$3.00
Bergen's Practice of Navigation and Nautical Astronomy	\$6.00
Clark's Rules, Tables and Data for Mechanical Engineers	\$10.00
Sun's True Bearing or Azimuth Tables	\$2.00
Shipowners and Engineers Guide to Marine Engine	\$4.00
Reed's Engineers Hand Book	\$3.00
Reed's Shipowners and Shipmasters Handy Book	\$1.25
Reed's New Guide Book to Local Marine Board Examinations	\$2.00
Donaldson's Practical Guide to use of Marine Machinery	\$1.75
Donaldson's Drawing and Rough Sketching for Marine Engineers	\$1.75
Instructions to Surveyors of Ships	\$1.75
The Sailors Handy Book	\$4.50
Practical Navigation "The Sailors Sea Book"	\$2.75
Wilson's Treatise on Steam Boilers	\$2.50
Richard's Steam Engine Indicator	\$3.50
The Steam Engine and its Inventors by Galloway	\$3.00
Piddington's Sailors Horn Book	\$4.00
International Code of Signals	\$6.00
Clark's Manual of Navigation and Nautical Astronomy	\$1.00
MacDonald's Naval Hygiene	\$2.00
White's Manual of Naval Architecture	\$8.50
Coffin's Navigation and Nautical Astronomy	\$4.00
Scott's Weather Charts and Storm Warnings	\$1.50
Armstrong's Construction and Management of Steam Boilers	\$0.60
Theorie's Naval Architecture, 4 vols.	\$6.00
Bergen's Guide Book to Local Marine Board Examination	\$2.00
The Rigger's Guide	\$1.50
Nautical Pocket Manual for China and Japan	\$1.50

Hongkong, 8th June, 1882. [1]

Intimations.

A FONG PHOTOGRAPHER,
HAS A LARGER COLLECTION OF VIEWS THAN ANY OTHER IN CHINA.

MINIATURES PAINTED ON IVORY
FROM \$7.00

OIL PAINTINGS ON CANVAS
FROM \$5.00

Copies de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of
D. K. GRIFFITH,
Studio 8, Queen's-road. [13]

W A H L O O N G,
ESTABLISHED 1865.

GOLD AND SILVER SMITH AND JEWELLER.

DEALER IN
PONGEE Silk Dresses, Crape Shawls, Gauzes, Ivory, and Lacquered Ware, Matings, &c., &c. Porcelain, Fans, Curses, Bristles, Human Hair, and specially selected Feathers always on hand at Moderate Prices, quality guaranteed.
No. 60, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 2nd June, 1882. [399]

NOTICE.

THE Undersigned has all kinds of House and Ship COAL for Sale in large or small quantities at Moderate Prices. Strong and Commodious small steamers on hire for towing purposes, Excursions, &c., &c., CHEAPER than any other House in the Trade.
Apply to
HING LEE,
37, Tung Man Lane.
Hongkong, 12th April, 1882. [227]

CHIE N A M.

GOLD AND SILVER SMITH, WATCH MAKER

AND ENGRAVER,
WATCHES CLEANED AND REPAIRED
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.
No. 72, WELLINGTON STREET, HONGKONG.
Hongkong, 6th April, 1882. [214]

L I N G S H I N G.

BOOT AND SHOE MAKER,
No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE
Materials and Workmanship Guaranteed.
Special experience in making Gentlemen's RIDING BOOTS.
Hongkong, 4th April, 1882. [207]

To be Let.

TO LET.
T W O G O D O W N S
lately occupied by the
HONGKONG DISPENSARY.
ENTRANCE FROM PRAYA.
Immediate Possession.
Apply to
ROSE & Co.,
31 and 33, Queen's Road.
Hongkong, 21st April, 1882. [266]

TO LET.
N O. 4, SEYMOUR TERRACE.
N O. 9, SEYMOUR TERRACE.
N O. 2 AND 4, PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 3rd May, 1882. [174]

TO LET,
IMMEDIATE POSSESSION.
P A R S E E V I L L A
WITH
G A R D E N,
ROBINSON ROAD.
Apply to
C. L. GORHAM,
Pacific Mail Office.
Hongkong, 19th May, 1882. [357]

TO LET FURNISHED.
P A R T O F B U N G A L O W
WEST POINT
NEXT TO
SPANISH CONSULATE.
For Particulars apply to
J. R. McDONALD,
LANE, CRAWFORD & Co.
Hongkong, 26th May, 1882. [359]

TO LET.
(WITH IMMEDIATE ENTRY.)
T H E R E S I D E N C E
KNOWN AS
"B E L L E V U E,"
ALBANY ROAD.
Apply to
R. VALLI,
Queen's Road Central.
Hongkong, 1st June, 1882. [394]

TO LET,
POSSESSION ON 1ST JUNE NEXT.
T H E F I R S T F L O O K, W E S T S I D E,
OF
"M A R I N E H O U S E,"
No. 15, QUEEN'S ROAD.
Now in the occupation of
Messrs. WILSON AND BIRD.
Apply to
E. R. BELLIOS.
Hongkong, 16th May, 1882. [348]

TO LET,
POSSESSION ON 15TH JULY NEXT.
T H E C O M M O D I O U S H O U S E,
WITH
L A R G E C O U P O N D,
AND
A C H I N E S E H O U S E A T T A C H E D,
No. 35, POTTINGER STREET.
Apply to
E. R. BELLIOS.
Hongkong, 1st June, 1882. [395]

Intimations.

J. M. G U E D E S.
HOUSE AND LAND BROKER,
AUCTIONEER AND COMMISSION AGENT.
No. 35, WELLINGTON STREET,
HONGKONG.
Hongkong, 23rd January, 1882. [62]

T H E "H O N G K O N G T E L E G R A P H,"
AN INDEPENDENT DAILY PAPER.

PUBLISHED
EVERY AFTERNOON AT FOUR O'CLOCK,
AT THE OFFICES NO. 6, PEDDAR'S HILL.

Terms of Subscription.—Yearly \$20; Half-Yearly \$10; Monthly \$2; in Advance. Single Copies 20 Cents each.

The Cheapest and best advertising medium in Hongkong. Terms can be learnt on application.

A SPECIAL ADVERTISEMENT SHEET
Published Daily at 10.30 a.m., and circulated free of charge throughout the Colony.
Hongkong, 1st April, 1882.

D. K. GRIFFITH.

M A N U F A C T U R E R O F T H E L O N D O N
A C E R A T E D W A T E R S.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having lately Purchased the entire Machinery of the late Mr. E. CHASTEL'S
S O D A W A T E R F A C T O R Y
I am now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.
SUPERIOR QUALITY
Consumers should try these carefully
Manufactured
SPARKLING WATERS.
THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be addressed to The Factory,
7, BEACONSFIELD ARCADE,
Hongkong, 11th April, 1882. [225]

SPECIAL NOTICE.

TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, and ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH,"
A SPECIAL ADVERTISEMENT SHEET.
FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of THREE HUNDRED COPIES, is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.
Hongkong, 1st April, 1882.

Intimations.

B O A R D A N D L O D G I N G
AT \$26.00 PER MONTH,
INCLUDING ATTENDANCE,
OR
\$16.00 PER MONTH
F O R B O A R D O N L Y.

Apply to the
**MANAGER,
WANCHAI CLUB.**
Hongkong, 2nd June, 1882. [397]

THE CITY OF MANILA CIGAR STORE.
HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Viqueiros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCOS of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c.; Commissions Executed.

J. S. M. HASA,
No. 51, B, QUEEN'S ROAD, CENTRAL.
Hongkong, 1st May, 1882. [297]

W I N G T Y L O O N G.
HAS FOR SALE.

PRIME Mess Pork and Beef, 200 lbs. in Barrel. Boiled and Roast Beef and Mutton, Soup and Bouilli, American Ham, Bacon, Codfish, Cracked Wheat, Hominy, fresh white and red Beans, Assorted Fruits and Soups, Ham Sausages, Salmon Bellics, Mackerell, Sheep's Tongues, Choice Tripe, Caviar, Clam Chowder, Lobsters, Oysters, Corn Meal, and every description of Oilmen's stores at moderate prices.
No. 39, HING LOONG STREET,
Hongkong, 1st May, 1882. [299]

S Z H I N G.
TAILOR.

DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c. HAT AND CAP MAKER.
Ladies material made up, and a perfect Fit Guaranteed at Moderate Charges.
MATTING AND MANILA CIGARS,
FOR SALE.
No. 76, WELLINGTON STREET, HONGKONG.
Hongkong, 12th April, 1882. [228]

N A M S I N G.

T A I L O R A N D O U T F I T T E R.

GENTS' Shirts, Scarves, Braces, Socks, Hats, Handkerchiefs, &c., &c. Clothes cut in the most approved West End Style, a perfect Fit Guaranteed at Moderate Prices.
NEW SEASON'S GOODS.
Just received.
74, A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 1st April, 1882. [240]

A H O Y.
H O Y L E E.

M E R C H A N T T A I L O R, H A T, & C A P M A K E R.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Cords a Specialty, a perfect fit and best material guaranteed.
No. 112, QUEEN'S ROAD CENTRAL.
Hongkong, 16th May, 1882. [347]

S A M H I N G, (S T U L T Z).

M E R C H A N T T A I L O R A N D O U T F I T T E R,
HAT AND CAP MAKER.

I M P O R T E R of every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, Umbrellas, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Department. A perfect fit and best workmanship guaranteed. Cretones and Chintzes for Dresses in all the newest patterns.
No. 49 and 51, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1882. [302]

Y E U Q U A.

S H I P, P O R T R A I T, A N D M I N I A T U R E
P A I N T E R.

PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES A SPECIALTY.
SATISFACTION GUARANTEED.
No. 52, C, QUEEN'S ROAD CENTRAL, UPSTAIRS.
H O N G K O N G.
Hongkong, 4th April, 1882. [211]

S U N S H I N G.

D E A L E R I N S I L K S.

CANTON and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Wares, Curses, &c., &c. The best house in the trade for high-class Curios. GOLD AND SILVER JEWELRY of the most artistic designs; Engraver on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms.
No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG.
Hongkong, 1st May, 1882. [298]

T O K K E E.

C O A L M E R C H A N T,
18, WING SING LANE, HONGKONG.

K E E P S on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing.
Hongkong, 13th April, 1882. [234]

T H E P A T E N T T Y P E F O U N D I N G
C O M P A N Y,
31, RED LION SQUARE, HOLBORN, W.C., LONDON.

Commercial.

THIS DAY, FOUR P.M.

Our Share Market report is again a meagre one. A few Banks have changed hands for cash at 118 per cent. premium, but the business is only of minor importance. Stocks have been negotiated at 52 per cent. premium for cash, and at 53 for the end of the month a fair amount of business has been put through. Steamboats are again firmer, buyers offering 27 per premium, without including holders to sell. Other quotations remain unchanged.

SHARES.

Hongkong and Shanghai Bank—118 per cent. premium, sales.
Union Insurance Company of Canton—\$1,635 per share, ex. div. buyers.
China Trade Insurance Company—\$1,650 per share, buyers.
North China Insurance—Tls. 1,225 per share, ex. div.
Canton Insurance Company, Limited—\$80 per share.
Yangtze Insurance Association—Tls. 870 per share.
Chinese Insurance Company—\$250 per share, nominal.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$935 per share, sellers.
China Fire Insurance Company—\$287½ per share, sellers.
Hongkong and Whampoa Dock Company—52 per cent. premium, sales.
Hongkong, Canton, and Macao Steamboat Co.—\$27 per share premium, buyers.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$102½ per share, sales and buyers.
China Sugar Refining Company, Limited—\$170 per share, buyers.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$120 per share.
Hongkong Ice Company—\$131 per share, buyers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/1
Bank Bills, at 30 days' sight 3/1
Bank Bills, at 4 months' sight 3/1
Credits, at 4 months' sight 3/1
Documentary Bills, at 4 months' sight 3/1
ON PARIS.—
Bank Bills, on demand 4/8
Credits, at 4 months' sight 4/9
ON BOMBAY.—Bank, T.T. 227½
ON CALCUTTA.—Bank, T.T. 227½
ON SHANGHAI.—
Bank, sight 73
Private, 30 days' sight 73½

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$640
(Allowance, Tael 42.)
OLD MALWA per picul, \$700
(Allowance, Tael 32.)
PATNA (without choice) per chest, \$595
PATNA (first choice) per chest, \$600
PATNA (second choice) per chest, \$590
PATNA (bottom) per chest, \$605
NEW BENARES (without choice) per chest, \$592½
NEW BENARES (bottom) per chest, \$595
OLD BENARES (without choice) per chest, \$570
OLD BENARES (bottom) per chest, \$575
PERSIAN per picul, \$410

HONGKONG TEMPERATURE.

[YOUNG MEN, PALFONEK & Co's Restaurant],	
THIS DAY.	
Barometer—9 A.M.	29.81
Barometer—1 P.M.	29.81
Barometer—4 P.M.	29.81
Thermometer—9 A.M.	83
Thermometer—1 P.M.	82
Thermometer—4 P.M.	80
Thermometer—9 A.M. (Wet bulb)	81
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	79
Thermometer—Maximum	81
Thermometer—Minimum (over night)	78

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HONG KONG.	AMOI.	SHANGHAI.	NANKING.
Thermometer.	78.0	78.0	78.0	78.0
Wind.	W.	W.	W.	W.
Force.	3	3	3	3
Direction of Wind.	W.	W.	W.	W.
Force of Wind.	3	3	3	3
Direction of Current.	W.	W.	W.	W.
Force of Current.	3	3	3	3
Direction of Tide.	W.	W.	W.	W.
Force of Tide.	3	3	3	3
Direction of Rain.	W.	W.	W.	W.
Force of Rain.	3	3	3	3
Direction of Fog.	W.	W.	W.	W.
Force of Fog.	3	3	3	3

Barometer, level of the sea in inches, tenths and hundredths. Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, in letters, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N., etc. Force of Wind, in numbers, 1 to 5, 6 to 10, 11 to 15, 16 to 20, 21 to 25, 26 to 30, 31 to 35, 36 to 40, 41 to 45, 46 to 50, 51 to 55, 56 to 60, 61 to 65, 66 to 70, 71 to 75, 76 to 80, 81 to 85, 86 to 90, 91 to 95, 96 to 100, 101 to 105, 106 to 110, 111 to 115, 116 to 120, 121 to 125, 126 to 130, 131 to 135, 136 to 140, 141 to 145, 146 to 150, 151 to 155, 156 to 160, 161 to 165, 166 to 170, 171 to 175, 176 to 180, 181 to 185, 186 to 190, 191 to 195, 196 to 200, 201 to 205, 206 to 210, 211 to 215, 216 to 220, 221 to 225, 226 to 230, 231 to 235, 236 to 240, 241 to 245, 246 to 250, 251 to 255, 256 to 260, 261 to 265, 266 to 270, 271 to 275, 276 to 280, 281 to 285, 286 to 290, 291 to 295, 296 to 300, 301 to 305, 306 to 310, 311 to 315, 316 to 320, 321 to 325, 326 to 330, 331 to 335, 336 to 340, 341 to 345, 346 to 350, 351 to 355, 356 to 360, 361 to 365, 366 to 370, 371 to 375, 376 to 380, 381 to 385, 386 to 390, 391 to 395, 396 to 400, 401 to 405, 406 to 410, 411 to 415, 416 to 420, 421 to 425, 426 to 430, 431 to 435, 436 to 440, 441 to 445, 446 to 450, 451 to 455, 456 to 460, 461 to 465, 466 to 470, 471 to 475, 476 to 480, 481 to 485, 486 to 490, 491 to 495, 496 to 500, 501 to 505, 506 to 510, 511 to 515, 516 to 520, 521 to 525, 526 to 530, 531 to 535, 536 to 540, 541 to 545, 546 to 550, 551 to 555, 556 to 560, 561 to 565, 566 to 570, 571 to 575, 576 to 580, 581 to 585, 586 to 590, 591 to 595, 596 to 600, 601 to 605, 606 to 610, 611 to 615, 616 to 620, 621 to 625, 626 to 630, 631 to 635, 636 to 640, 641 to 645, 646 to 650, 651 to 655, 656 to 660, 661 to 665, 666 to 670, 671 to 675, 676 to 680, 681 to 685, 686 to 690, 691 to 695, 696 to 700, 701 to 705, 706 to 710, 711 to 715, 716 to 720, 721 to 725, 726 to 730, 731 to 735, 736 to 740, 741 to 745, 746 to 750, 751 to 755, 756 to 760, 761 to 765, 766 to 770, 771 to 775, 776 to 780, 781 to 785, 786 to 790, 791 to 795, 796 to 800, 801 to 805, 806 to 810, 811 to 815, 816 to 820, 821 to 825, 826 to 830, 831 to 835, 836 to 840, 841 to 845, 846 to 850, 851 to 855, 856 to 860, 861 to 865, 866 to 870, 871 to 875, 876 to 880, 881 to 885, 886 to 890, 891 to 895, 896 to 900, 901 to 905, 906 to 910, 911 to 915, 916 to 920, 921 to 925, 926 to 930, 931 to 935, 936 to 940, 941 to 945, 946 to 950, 951 to 955, 956 to 960, 961 to 965, 966 to 970, 971 to 975, 976 to 980, 981 to 985, 986 to 990, 991 to 995, 996 to 1000.

Shipping.

June 7, HOI-CHUNG-CHING, Chinese gunboat, from Canton.
June 7, HONGKONG, British steamer, 958, J. B. Fryer, Chinkiang 4th June, Rice.—Siemens & Co.
June 8, VLADIVOSTOK, Russian steamer, 688, P. Voronoff, Singapore 31st May, Rice.—Melchers & Co.
June 8, KAIRAR-I-HIND, British steamer, 2,440, J. C. Babot, Bombay 20th May, and Singapore 31st June, Mails and General.—P. & O. S. N. Co.
June 8, ALBANY, British steamer, 366, Goddard, Tainan 30th May, Tamsui and June, Amoy 6th, and Swatow 7th, General.—D. Lapraik & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Ganges, British steamer, for Foochow.
Eyes, Danish steamer, for Saigon.

DEPARTURES.
June 7, HOI-CHUNG-CHING, str. for Swatow, &c.
June 8, HONGKONG, British steamer, for Hoihow.
June 8, SWAN, German brig, for Chefoo.
June 8, HONGKONG, British steamer, for Canton.
June 8, HOI-CHUNG-CHING, Chinese gunboat, for a cruise.
June 8, KATE DEVENPORT, American ship, for Victoria, B.C.

PASSENGERS ARRIVED.
Per Vladivostok, str. from Singapore.—166 Chinese.
Per Hongkong, str. from Chinkiang.—5 Chinese.

DEPARTED.
Per Peking, str. for Tientsin.—60 Chinese.
Per Nanyang, str. for Bangkok.—1 European and 11 Chinese.
Per Achilles, str. for Shanghai.—37 Europeans (Chiarini's Circus Company), and 40 Chinese.

Per Diamante, str. for Amoy.—Mr. and Mrs. C. C. de Kenedy and 82 Chinese. For Manila.
Per Messrs. G. O. Rogers, H. Ellis, and 5 Chinese.
Per Alby, str. from Tainan, &c.—Mr. and Mrs. Tyack, Mr. Watters, 3 Europeans deck, and 52 Chinese.
Per Katar-I-Hind, str. from Bombay, &c.—Miss Melver, Messrs. C. Vyryan and V. Klein, from London. From Brindisi.—Messrs. Oram and Hunter. From Bombay.—Mr. A. Dudhiah, from Penang.—Mr. Poo Tin and servant, 67 Chinese and 11 cooks, and 8 Chinese for Swatow. From Singapore.—Mr. E. L. de Silva, 49 Chinese, 6 children, and 2 boys, for Hongkong. For Shanghai.—Messrs. E. Sait and Chun Chue Yiu, from London. From Singapore.—Mr. E. H. Hammel.

TO DEPART.
Per Ancona, str. for Singapore, &c.—Miss Beaudet, Mr. Bandinani, and 7 artists, and 4 Chinese, and 2 children, from Hongkong for Singapore. For Penang.—Captain Clarke. For Bombay.—Mr. C. Tar Mahomed. For Brindisi.—Mr. H. P. Gray. For Venice.—Mr. K. J. Adams. From London.—Messrs. H. J. Wilks, W. H. Hill, J. B. Mustard, and Belliss. For Plymouth.—Messrs. Geo. Doran, Chas. Gardner, J. Harding, and Chas. Bird. From Shanghai.—Mr. R. E. Toeg, for Bombay. For London.—Mrs. Jamieson, Miss Cronin, and 5 children. For Yokohama.—Mrs. Winton and child, and C. McKenzie. For London.—Lieut. C. G. Robinson, R.N., and Mr. J. Johnson, R.N.

REPORTS.
The British steamship Hongkong reports left Chinkiang on the 4th instant. Had fine weather and cloudy with moderate N.E. wind throughout the passage.
The British steamship Albany reports left Tainan on the 30th May, Tamsui on the 2nd, and from Tainan to Tamsui had light N.E. winds and fine weather with smooth sea. From Tamsui to Amoy had light S.W. to W.S.W. winds and smooth sea with fine weather. From Amoy to Swatow had light S.E. to E.N.E. winds with rain. From Swatow to Hongkong had light variable winds and hazy weather. The latter part very fine weather. Arrived in Hongkong at 1.10 p.m. on the 8th. In Swatow the steamships Lusitania, Norden, Albatross, Miramar, Wenchow, Chefoo, Foochow, Chikien, and Chikien.

FOOCHOW SHIPPING.
ARRIVALS.
15, Africa, Russian corvette, from Hongkong.
17, Nantao, British steamer, from Hongkong.
19, Appin, British steamer, from Shanghai.
20, Douglas, British steamer, from Hongkong.
21, Heliopolis, British bark, from Amoy.
23, Fei-hoo, Chinese gunb., from Sharp Peak.
24, Kwangtung, British str., for Hongkong.
25, Kang-chi, Chinese steamer, for Shanghai.
26, Killarney, British steamer, for Hongkong.

DEPARTURES.
15, Amoy, German schooner, for Tientsin.
17, Waverley, British steamer, for Shanghai.
18, C. Marden, British steamer, for Tientsin.
19, Kang-chi, Chinese steamer, for Shanghai.
20, Nantao, British steamer, for Hongkong.
22, Fei-hoo, Chinese gunb., for Sharp Peak.
23, Appin, British steamer, for Shanghai.
24, Sea Swallow, British bark, for Tientsin.
26, Kwangtung, British str., for Hongkong.

VESSLS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.
(For last Mails Advice).
Hungaria (s) Hongkong April 1
Ajax (s) Yokohama April 5
Palmerston Manila April 5
Larch (s) Manila April 11
Gustav & Oscar Hongkong April 13
Agnes Muir Hongkong April 13
Renus Manila April 13
Ash (s) Manila April 13
Erato Manila April 14
Evelina Manila April 17
Brisbane Manila April 18
Denbighshire Shanghai April 19
June Hongkong April 20
Alma Manila April 22
Electra (s) Kobe April 23
Prudencia Hongkong April 25

VESSLS EXPECTED AT HONGKONG.
(Corrected to Date).
Susanne Cardiff Jan. 16
Tanjore Cardiff Feb. 11
Mabel New York Mar. 1
C. D. Bryant New York Mar. 5
Douglas Castle Cardiff Mar. 5
Ethel Caine Sunderland Mar. 5
Ella S. Thayer Cardiff Mar. 15
Invincible Penarth Mar. 21
Glenogle (s) Cardiff April 1
India Cardiff April 4
Melbrek London April 13
Comet Cardiff April 13
Bonito Cuxhaven April 17
Nearchus Cardiff April 19
Ernie Penarth April 19
Rockhurst Cardiff April 22
Rossini London April 22
Caroline Behn Hamburg April 23
Marina London April 27

SHIPPING IN HONGKONG.

STEAMERS.

June 7, ACTIV, Danish steamer, 264, N. C. Revebeck, Haiphong 4th June, General.—C. M. S. N. Co.
June 6, ANCONA, British steamer, 1,873, Stead, Shanghai 3rd June, General.—P. & O. S. N. Co.
June 6, BRISCONSHIRE, British steamer, 1,241, D. Williams, Saigon 2nd June, Rice.—Adams, Bell & Co.
June 7, CAMELOT, British steamer, 1,049, James Moor, Saigon 3rd June, Rice and Saltfish.—B. Hin & Co.
May 24, CANTON, British str., 1,095, J. C. Jaques, Saigon 20th May, Rice.—Hock Chew.
June 1, CHARLES TOWNSEND, British str., 998, W. Jarvis, Manila 20th May, General.—Arnold, Karberg & Co.
Sept. 28, CONQUEST, British steamer, 316, Jarline, Matheson & Co.
May 17, DEVONSHIRE, British steamer, 1,517, Anthony Purvis, Wamam, British Columbia, 12th April, Coal.—Russell & Co.
June 1, British steamer, 117, Sopani (ug plying) Hongkong and Whampoa Dock Co.
June 2, FEI-LUNG, British steamer, 725, W. N. Allison, Saigon 29th May, Rice.—Captain.
June 6, FILIPINO, Spanish steamer, 221, Felix Beltran, Manila 3rd June, Coffee.—Remedios & Co.
June 5, EYEN, Danish steamer, 909, L. C. Gronse, Saigon 1st June, Rice and General.—Chinese.

June 1, GABRIEL, British steamer, 1,712, San Francisco 2nd May, and Yokohama 25th, Mails and Coal.—Russell & Co.
June 1, GANGES, British steamer, 1,499, A. N. Bell, London 11th March, and Singapore, Ballast.—Captain.
May 28, GREYHOUND, British steamer, 1,139, W. J. Webber, Bombay 10th May, General.—P. & O. S. N. Co.
May 24, GREYHOUND, British steamer, 226, D. Scott, Swatow 23rd May, General.—Adams, Bell & Co.
April 14, HONGKONG, British steamer, 67, Swatow 12th April, Ballast.—Kwok Acheong & Sons.

June 3, JAPAN, British steamer, 1,865, T. S. Gardner, Calcutta 18th May, Sandheads 19th, Penang 25th, and Singapore 27th, 1,832 chests Opium, 3,510 bales Cotton, 1,085 bales Gummies, 3,452 bags Saltpetre, and 6,000 packages Sundries.—David Sassoon, Sons & Co.
Dec. 19, JOHANN, Spanish steamer, 654, Marquez—R. Mourente.—Cosmopolitan Co.
May 22, KUMAMOTO MARU, Japan, str., 1,249, 1 Drummond, Saigon 18th May, General.—Mitsui Bishi M. S. S. Co.
June 2, LENOX, British steamer, 1,227, Scott, Calcutta 18th May, Sandheads 19th, Penang 25th, and Singapore 28th, General.—Jarline, Matheson & Co.
July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack.—Captain.

May 30, MALABAR, British str., 1,263, J. Dixon, Singapore 24th May, General.—Siemens & Co.
June 7, NANO, British steamer, 862, G. Westoby, Foochow 2nd June, Amoy 3rd, and Swatow 6th, General.—D. Lapraik & Co.
May 26, NINGPO, British steamer, 761, R. Cass, Canton 24th May, General.—Siemens & Co.
May 31, PALAHN, British steamer, 896, F. W. Aubin, Saigon 27th May, Rice.—Tung Kee & Co.
June 6, PENKID, British steamer, 652, T. Kennerding, Saigon 1st June, General.—Melchers & Co.
June 4, RAJANATTANUHAN, British steamer, 725, Hunter, Kohsichang 27th May, General.—Yuen Fat Hong.

June 4, REMUS, British steamer, 646, W. Watt, Manila 2nd June, Hemp.—Dann Melbye & Co.
June 3, SARTON, British steamer, Ward, London 8th April, and Singapore 24th May, General.—Butterfield & Swire.
Nov. 24, SEA GULL, American steamer, 18, Hayden, China Traders' Insurance Co.
June 7, SHUN ON, Annamite steamer, 136, Blumberg, Haiphong 25th May, General.—Shun Wo Yuen.
July 7, SHUN FUI, Annamite steamer, 93, Yuen Man Fui.—Captain.

June 5, SUNDIA, British steamer, 1,029, S. F. Cole, Yokohama and Nagasaki 27th May, General.—P. & O. S. N. Co.
June 4, SUNDIA MARU, Japanese str., 826, H. Hubert, Kobe 28th May, and Nagasaki 30th, General.—Mitsui Bishi M. S. S. Co.
May 20, TRIUMPH, British steamer, 1,797, W. Gould, Singapore 23rd May, General.—Adams, Bell & Co.
June 1, VENICE, British steamer, 1,271, H. B. Beard, Cardiff 12th April, Coals.—Captain.

May 20, ALVA, Portuguese ship, 632, E. de Souza, Singapore 24th April, General.—Brandao & Co.
May 31, BELVEDERE, British bark, 779, S. E. Farrell, London 2nd February, General.—Russell & Co.
March 31, BRAMBLETYPE, British ship, 1,407, Pickard, Cardiff 4th November, Coal.—Russell & Co.
April 18, VIGIA, German bark, 333, T. A. Anderson, Singapore 27th March, Timber.—Captain.
June 5, CARL RITTER, German bark, 596, H. Jager, Hamburg 30th January, General.—Siemens & Co.
May 23, COREA, British bark, 581, P. Ahler, London 22nd December, General.—Arnold, Karberg & Co.

May 31, ESPERANCE, French bark, 272, Le Normand, Newchwang 13th May, Beans.—Carlowitz & Co.
May 27, FERNANDIN, German bark, 416, Westergaard, Newchwang 2nd May, Beans.—Wieler & Co.
June 7, FORTUNE, Siamese bark, 447, J. L. Soderstrom, Bangkok, Rice.—Chinese.
April 30, HERMANN, Ger. bark, 444, Traulsen, Bangkok 27th March, General.—Wieler & Co.
May 13, HOTSUP, British bark, 523, E. T. Bunje, Saigon 28th April, Rice.—A. G. Morris.
June 1, H. A. LITCHFIELD, American bark, 618, Lanpher, New York 12th January, Oil.—Frazier & Co.
May 24, IRAZI, British bark, 327, W. A. Pearce, Newchwang 12th May, Beans.—Wieler & Co.
June 5, JUPITER, German bark, 680, F. Ulrich, Batavia 6th May, General.—Chinese.
May 23, LIVINGSTON, German bark, 531, H. Steffens, Saigon 15th May, General.—Siemens & Co.

April 2, MARTHA, British bark, 853, McPherson, Swatow 20th March, Ballast.—Rosario & Co.
May 29, MERIDIAN, Siamese bark, 294, A. Tuckson, Bangkok 6th May, General.—Chinese.
May 28, MINERVA, German brig, 318, Duime, Whampoa 27th May, Beans and General.—Melchers & Co.
May 20, OLUSTEE, American bark, 470, Nickerson, Singapore 28th April, Timber.—Chinese.
June 7, PAUL, German bark, 744, Kleofth, Hamburg 16th December, General.—Carlowitz & Co.
Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Laguianoc 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.
May 29, SIAMSE CROWN, Siamese ship, 593, M. Martin, Bangkok 8th May, Rice and Sapanwood.—Chinese.

HONGKONG—SAILING VESSELS.

(Continued).
April 23, SPARTAN, American schooner, 85, C. Vincent, Ladrone 10th April, Ballast.—W. H. Ray.
June 5, ST. ARCHT, Siamese bark, 571, Moller, Bangkok 17th May, Rice.—Yuen Fat Hong.
May 24, ST. INEUC, French bark, 388, F. Durand, Newchwang 29th April, Beans.—Carlowitz & Co.
May 25, STILL WATER, British bark, 1,090, Delap, New York 9th December, Petroleum and General.—D. Lapraik & Co.
June 5, VIVID, British bark, 258, T. C. Petersen, Albany 10th April, Sandalwood.—Siemens & Co.
May 12, XENIA, American bark, 1,174, Reynolds, Melbourne 5th March, Ballast.—Russell & Co.

CANTON.

June 5, MEI-FOO, Chinese steamer, 1,284, R. P. Petersen, Shanghai 1st June, General.—C. M. S. N. Co.
June 7, OHIN, Norwegian steamer, 958, Sorensen, Wuhu 1st June, Rice.—Siemens & Co.
June 7, HWA-YEN, Chinese steamer, 984, Wilson, Shanghai 4th June, General.—C. M. S. N. Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kia-kiang, British steamer, 617, T. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. Co.
Kiang-ping, British steamer, 159, Goggin.—Kwok Acheong & Sons.
Powan, British steamer, 1,890, A. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, 146, Hoyland.—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, and Macao Steamboat Co.
Yui-sai, British steamer, 180, McDougall.—Kwok Acheong & Sons.

AMOI.

In Port on 3rd June, 1882.
Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.
Blankens, German schooner, 258 (Seegen)—Vasdag & Co.
Caroline, German 3-m. schooner, 273 (Michelsen)—H. A. Petersen & Co.
E. v. Beaulieu, German bark, 336 (Oetting)—Vasdag & Co.
Helens, British bark, 433 (Inkster)—Boyd & Co.
Kjoberhav, Danish bark, 350 (Magley)—H. A. Petersen & Co.
Minna Deutschmann, German 3-m. schooner, 264 (Gering)—H. A. Petersen & Co.
Oceania, British bark, 320 (J. Norquay)—Boyd & Co.
Oswald, German bark, 448 (Boysen)—H. A. Petersen & Co.
Pallas, German bark, 493 (M. Ludnrs)—Pase-dag & Co.
Willie, British schooner, 274 (Badenoch)—H. A. Petersen & Co.

FOOCHOW.
In Port on 2nd June, 1882.
Gustav & Marie, German bark, 355 (Bursch)—H. A. Petersen & Co.
Hedvig, British bark, 375 (Davy)—Chinese.

SHANGHAI.

In Port on 2nd June, 1882.
Alex. Newton, British bark, 508 (Newton)—G. C. Hopkins.
Argos, British brig, 289 (Johnson)—Nils Moller.
Havila, British bark, 367 (Inokay)—Nils Moller.
Earl of Elin, British bark, 979 (Morrison)—S. C. Farman & Co.
Friedrich, German bark, 672 (Nedrup)—Captain.
H. Bremer, German schooner, 332 (Bremer)—Ed. Schellmann & Co.
Jane Woodburn, British schooner, 299 (Dab-borough)—Captain.
Louisa, German schooner, 250.—Captain.
Moravian, British bark, 966 (Bisset)—Adams, Bell & Co.
Pym, British bark, 558 (Stapleton)—Drysdale, Ringer & Co.

NAGASAKI.

In Port on 25th May, 1882.
Argos, British bark, 289 (Johnson)—Captain.
Kinokuni Maru, Japanese bark, 960 (McFarlane)—H. B. M. Co.
Margrethe, German bark, 358 (Jessen)—Chinese.
Oscar Moyer, German bark, 360 (Johannsen)—Holme, Ringer & Co.

YOKOHAMA.

In Port on 27th May, 1882.
B. Havener, American bark, 552 (Havener)—Walsh, Hall & Co.
Kiwa Elizabeth, Russian schooner, 113 (John-ston)—Captain.
North Star, Russian schooner, 38 (Ridderhjelle)—Captain.
Queen Emma, British bark, 314 (W. Dow)—Walsh, Hall & Co.
Sophie, German bark, 230 (Binge)—Captain.
Velicity, British bark, 490 (Martin)—Butterfield & Swire.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Canton.
Chee-ching, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chen-tai, Viceroy's gunboat, 3 guns, J. Stewart, Hongkong.
Chen-yui, Revenue cruiser, 3 guns, Ma Lou Chow.
Ching-on